U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Space Age Fuel I-84 Diesel Spill - Removal Polrep
Initial Removal Polrep

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region X

Subject: **POLREP #1**
Space Age Fuel I-84 Diesel Spill

Hood River, OR
Latitude: 35.6877000 Longitude: -121.7123000

To: Beth Sheldrake, EPA Region 10
Wally Moon, EPA Region 10 (POLREP List)
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From: Richard Franklin, On-Scene Coordinator
Date: 2/17/2019
Reporting Period: 2/11/2019 - 2/15/2019

1. Introduction

1.1 Background

Site Number:		**Contract Number:**	
D.O. Number:		**Action Memo Date:**	
Response Authority:	OPA	**Response Type:**	Emergency
Response Lead:	EPA	**Incident Category:**	
NPL Status:		**Operable Unit:**	
Mobilization Date:	2/13/2019	**Start Date:**	2/11/2019
Demob Date:		**Completion Date:**	
CERCLIS ID:		**RCRIS ID:**	
ERNS No.:		**State Notification:**	OERS 2019-0334
FPN#:	E19003	**Reimbursable Account #:**	2019 HR 10NAXHR 000D91 Z0FF

1.1.1 Incident Category
Emergency Response

1.1.2 Site Description
The site lies along Interstate Highway I-84 in a wooded, rural area adjacent to the Columbia River in the Columbia River Scenic Gorge and Cascade Mountain Range. The Interstate is adjacent to Lindsey Lake and Lindsey Creek, and drainage from the interstate flows across an embankment into Lindsey Lake. I-84 is a critical, main east-west thoroughfare and main transportation route across northern Oregon. Union Pacific Railroad ~~also~~ has a mainline track which crosses the northern edge of the site at Lindsey Lake, where the track and it's supporting dirt-fill causeway acts as the Lake's northern confining boundary, and a dividing line between the lake and the Columbia River. Two large culverts run through the railroad fill and under the track, allowing water flow and interchange, and fish passage, ~~-~~between lake and river. Finally, Lindsey Creek flows from upland areas underneath the Interstate and has formed a delta and wetlands in the lake.

1.1.2.1 Location
The site is located on interstate Highway I-84, MP 53-54, adjacent to Lindsey Lake, and approximately 9 miles west of the town of Hood River.

1.1.2.2 Description of Threat
During a truck accident and rollover, a discharge of 4,400 gallons of diesel from the tanker truck's trailer flowed onto the interstate's east and west bound lanes, over an embankment and into Lindsey Lake. A few days after the accident, snowplows pushed oily snow further east and west along the interstate, into Lindsey Creek, Lindsey ~~L~~ake, and onto the embankment again. Lindsey Lake is immediately adjacent to, - and hydrologically connected to the Columbia River thru two ~~l~~arge, open culverts. The Columbia River is a navigable waterway in fact. Further, Lindsey Lake and Lindsey Creek act as a migratory pathway and spawning grounds for salmon.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

2. Current Activities

2.1 Operations Section

2.1.1 Narrative
At approximately 10:30 AM on 2/11/2018, a petroleum transport trailer belonging to Space ~~A~~ge, and carrying winter grade diesel fuel, overturned on Interstate 84 near Mile Post ~~5~~4, about 9 miles west of the town of Hood River, Oregon in snowy road conditions. It is estimated that 4,400 gallons of diesel fuel were lost to the ~~r~~oadway, ~~which~~ then flowed across both lanes of the interstate, down a steep snow-covered embankment, and into Lindsey Lake, which is partially frozen and hydraulically connected to the Columbia River.

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. The diesel

2.1.2 Response Actions to Date
The Oregon Department of Transportation (ODOT), Oregon State Police (OSP), and Cascade Locks Fire Department responded to the incident, which shut down east-bound lanes of the interstate temporarily. There were no injuries, but two of the trailer's three compartments were torn open, spilling the 4,400 gallons of diesel onto the road surface. The trailer was uprighted without the third compartment of diesel being offloaded, then driven by the same truck to which it was attached to Hood River. It was reported that puddles of diesel remained on site after uprighting, and were not cleaned up.

EPA mobilized OSC Richard Franklin and EPA Superfund Technical Assessment and Response Team (START) contractors from Portland, Oregon to enter Unified Command with ODEQ, Space Age Fuel, to conduct air monitoring and site assessment, and oversee the response and cleanup operations. START contractors arrived in the late afternoon on 2/11/2019, but OSC Franklin was not able to respond to the site because of worsening road conditions. Upon arrival at the site, START began conducting air monitoring immediately and documenting the response efforts.

Winter weather, heavy snow, and difficult site conditions posed significant response challenges along this major east-west highway and rail transportation corridor, such as safety and logistical challenges related to equipment staging and available working platforms to conduct response operations. Due to traffic incidents on 2/11 and 2/12, long stretches of I-84 westbound lanes were completely closed. ODOT snow plows continued to work clearing the road on both sides of the interstate during this time, including driving through the accident and spill site. This resulted in diesel-laden snow being pushed to the shoulders of traffic lanes and being spread much further east and west along the interstate.

On 2/11, response work crews were able to set hard mechanical boom and sorbent boom along the shoreline of the lake, and at the lake's outflow culvert into the Columbia River. Much of the lake's surface was covered with snow and ice, which helped prevent the migration of diesel through the lake and toward the River. Air monitoring for volatile organic compounds (VOCs) and benzene was also conducted at the site and along highway ~~c~~ontinued. Although diesel vapors could be easily detected by smell, initial air monitoring results showed non-detects or background levels for VOCs and benzene.

Unified Command ~~also~~ began coordinating with Columbia River Trustees such as the Columbia River Inter-Tribal Fishing Commission (CRITFC), U.S. Fish and Wildlife, NOAA, and DOI. CRITFC's manager of the In-lieu and Treaty Access and Fishing Sites (TFAS) visited the site and notified Unified Command of his observation of the presence of salmon at the railroad culvert entrance to Lindsey Lake, and that there were known salmon spawning gravel beds in the Lake. Unified Command then notified DOI, NOAA, and U.S. Fish and Wildlife of the ~~o~~bservations, and began working on a cultural monitoring plan. Unified Command ~~also~~ contacted the U.S. Army Corps of Engineers (Corp)in order to request that the Corps raise the level of the river and lake to help protect the gravel beds from being impacted by diesel.

On 2/12 and 2/13, Unified Command worked with the ODOT representative to request that ODOT close I-84 lanes, so that response work crews could begin removing diesel-laden snow before it could melt and discharge yet more diesel into the embankment and lake, as well as other areas east and west of the spill site. Unified Command and the ODOT representative looked for other options for safe removal of the diesel-contaminated snow, but ODOT did not close the interstate and removal work on the highway shoulders could not be achieved.

On 2/13, after air monitoring detected moderate but increasing levels of VOCs and benzene, EPA consulted with the Agency for Toxic Substances and Disease Registry (ATSDR) on risks to the traveling public and site workers. Health risks to the traveling public and workers were deemed very low in comparison to published values. However, with the potential for increasing levels as snow melted, Unified Command began preparing workers for the potential need for use of appropriate respirators.

On 2/13, Shoreline Cleanup and Assessment Technique (SCAT) activities were conducted by START and work crews on areas east and west on the spill site, Lindsey Creek, Lindsey Lake, and the embankment leading to the lake. Teams observed that continued snow plowing by ODOT operations spread diesel-contaminated snow directly into Lindsey Creek, which had not previously had diesel in it, and over response booms further into Lindsey Lake, a known salmon spawning lake habitat. This necessitated the need for new placement of additional mechanical and sorbent boom in the creek an dlake.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)
Space Age Fuel, Inc., with headquarters in Clackamas, Oregon, has taken primary responsibility for the spill. On 2/12/2019 OSC Franklin issued a Notice of Federal Interest (NOFI) to the company.

Waste Stream	*Medium*	*Quantity*	*Manifest #*	*Treatment*	*Disposal*

2.2 Planning Section

2.2.1 Anticipated Activities
N/A

2.2.1.1 Planned Response Activities
Continued boom maintenance and removal of diesel at shoreline. Continued air monitoring. Placement of additional boom in the lake, creek, and railroad culvert from the lake into the river. Flushing of the lake's embankment and removal of diesel.

2.2.1.2 Next Steps
Unified Command is working closely with ODOT to create lane closure plans to facilitate operational needs such as diesel-contaminated snow removal and ensure the safety of responders.

2.2.2 Issues

- Discharge of 4,400 gallons of winter grade diesel onto Interstate Highway 84, Lindsey Creek, and Lindsey Lake, which are immediately adjacent and connected to the Columbia River.
- Harsh winter weather conditions hampering response and removal efforts and creating safety issues due to traffic on I-84
- Presence of salmon and salmon spawning grounds in the lake and creek.
- Spreading of diesel-contaminated snow by snow plows much further east and west of the original accident site, impacting other areas such as Lindsey Creek.

2.3 Logistics Section

On 2/11/2019, initial response crews, ODEQ and EPA set up a command post at the nearby ODOT/Motor Vehicles Division Weigh Station on Interstate-84. However, on 2/13, ODOT required Unified Command and response crews remove equipment from the Weigh Station. Oregon State Parks assisted Unified Command in locating a new incident command post by opening the Viento State Park and clearing snow from parking and office areas.

2.4 Finance Section

2.4.1 Narrative

- The PRP, Space Age Fuels, mobilized and are paying for response and removal efforts via two response contractors and an environmental consultant.
- On 2/11/2019, OSC Franklin opened the Oil Spill Liability Trust Fund (FPN# E19003) for an initial ceiling of $20,000 for response, assessment, oversight, and removal activities.
- EPA issued a Task Order (TO) for $12,000 to the EPA START contractor, Ecology & Environment, Inc., to respond to the site and conduct air monitoring, documentation, and on-scene monitoring for response activities.
- On 2/13, due to the weather delays, an increased spill footprint, increase of complexity of the spill response, and need to continue onsite activities, the OSC increased the FPN ceiling to $50,000.
- Similarly, the START TO was amended to $48,000 to account for further need onsite.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
TAT/START	$33,000.00	$25,000.00	$8,000.00	24.24%
Intramural Costs				
USEPA - Direct	$10,437.00	$2,000.00	$8,437.00	80.84%
USEPA - InDirect	$6,563.00	$4,395.60	$2,167.40	33.02%
Total Site Costs	$50,000.00	$31,395.60	$18,604.40	37.21%

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Would this be the 33,000 or the amended 48,000

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

2.5 Other Command Staff

2.5.1 Safety Officer

Northwest Firefighters
EPA

2.5.2 Liaison Officer

Northwest Firefighters
ODOT

2.5.3 Information Officer

ODEQ

3. Participating Entities

3.1 Unified Command

EPA
ODEQ
Space Age Fuel

3.2 Cooperating Agencies

Columbia River Intertribal Fish Commission
Oregon Department of Transportation
NOAA National Marine Fisheries Service
U.S. Fish and Wildlife
U.S. Department of Interior
Oregon State Parks and Recreation Department

4. Personnel On Site

EPA
EPA START Contractor (Ecology and Environment, Inc.)
ODEQ
ODOT
HydroCon consultants

Northwest Firefighters
National Response Corporation Environmental Services

5. Definition of Terms

No information available at this time.

6. Additional sources of information

6.1 Internet location of additional information/report

https://response.epa.gov/spaceageI-84spill

6.2 Reporting Schedule

7. Situational Reference Materials

No information available at this time.